



## Kirkland Design Refinements Environmental Scoping Meeting

Congestion Relief & Bus Rapid Transit Projects

COMMENTER 3

### Comment Form

Please Print: Name (optional)

Organization

Address

City, State, Zip

Telephone Number

Kenneth Berta

Country Trace Condos

11500 NE 128th St. #46

Kirkland, WA 98034

425-821-2657

Today's open house meeting is an opportunity to provide input into what gets studied in the environmental documents for the Kirkland Nickel Project. The I-405 EIS completed last summer produced the most comprehensive analysis of a transportation system in the state's history. However, before construction work can begin, project level analysis is required to confirm all potential environmental impacts were fully assessed within the project limits—I-405 from SR522 to SR520.

Please provide any comments you may have in the areas provided below and leave this form with a staff person or at the welcome station where you signed in. You may also mail the form as long as we receive it by March 1, 2004.

1. What aspects of the environment do you think should be studied and why?

3-1

The noise walls that are curved at the top are much more effective than straight ones. We have experienced them in Munich, Germany and the citizens there are pleased with them.

2. Please describe any concerns you may have about potential environmental impacts.

3. What environmental mitigations do you think should be considered for these potential impacts?

4. Do you have any other comments about the proposed project?

3-2

An aspect of the overpass at 128th St. will be the height of the noise wall at the intersection of 116th + 128th St. at our corner when the road is raised 5 ft. The present height will not be acceptable.



January 29, 2004

Colleen Gants  
I-405 Project Team  
6431 Carson Ave. S.  
Seattle, WA 98108

COMMENTER 4

Re: ON RAMP FROM NE 160<sup>th</sup> NORTH TO EVERETT

Dear Ms. Gants,

I attended the meeting Jan. 27<sup>th</sup> - Kirkland City Hall, and I should have picked up the info form. I didn't think I had any questions until I studied the project improvements for I-405. My question is:

4-1 From N.E. 160<sup>th</sup> on-ramp, NORTH to I-405 to Bathell<sup>of Everett</sup>, I feel the crossing over from traffic getting off to Woodinville is unsafe. Please check the flow of traffic going NORTH & determine if anything can be done; as the distance from the right lane (getting on) has to cross lane <sup>traffic</sup> to Woodinville and the lane <sup>traffic</sup> to Bathell to get to the lane to NORTH-405 to Everett.

I believe, I heard someone mention that an on-ramp from NE 132nd is in the future. In thinking about the possibility of a new ramp would help. Please pass on my concern.

Cordially,

Betty R. Brown  
14066-117<sup>th</sup> Pl. NE  
Kirkland, WA 98034  
Phone: 425-821-0568

COMMENTER 5



February 18, 2004

Ms. Denise Cieri, P. E.  
I-405 Segment Manager  
Washington State Department of Transportation  
600 108th Ave NE Suite 347  
Bellevue, WA 98004

Subject: Comments on the Environmental review scope of the Kirkland nickel projects

Dear Ms. Cieri:

This letter is in response to WSDOT's call for comments on the scope of the environmental work for the Kirkland Nickel projects. We appreciate the opportunity to comment and we are eager to see the Kirkland nickel project become a reality. We look forward to working with both WSDOT staff and members of the community through the Kirkland Advisory Committee.

We understand that the environmental review being conducted is a project-level review that is following up on the programmatic EIS that was conducted for the corridor-wide I-405 program. The programmatic EIS was given a final record of decision in 2003.

For the purposes of environmental review, our comments address the largest possible footprint, but that footprint may not be built depending on how far you are able to stretch the nickel funds. We also realize that construction will be phased; not all the Kirkland work will be built at once, even though all the projects are being cleared environmentally at this time. Current scheduling calls for the portion of the Nickel project between NE 70th and NE 124th Streets to be constructed first.

The following twelve items represent issues that have come to our attention through our knowledge of the project and through our contact with citizens and staff. Some of our comments may go outside the subject of environmental review, but we wish you to have our current thinking on a full range of Nickel Project issues.

1. Interchange at NE 116th.

We are pleased to see that plans to fully improve the interchange are being included in the environmental review.

- 5-1 a) Single Point Urban Interchanges (SPUI) are not always particularly friendly to bicycles and pedestrians. Full capabilities for bicycles and pedestrians to pass through the NE 116th Corridor must be provided in accordance with Kirkland's Non-Motorized Plan.
- 5-2 b) Our Totem Lake neighborhood plan contemplates the extension to the north of a new road that would extend from the intersection where the existing northbound off ramp meets NE 116th Street. It is not clear how this might occur with the proposed SPUI configuration.
- 5-3 c) A detailed examination of the traffic performance of the new interchange and its effects on NE 116th Street must be conducted. We are particularly interested in the queuing on NE 116th Street to the west in the morning and to the east in the afternoon. Because of the close spacing of the signals, the intersections with NE 116th Street at 120th Avenue NE, at the new SPUI and at 124th Avenue NE should be evaluated as a system. We appreciate that WSDOT is currently compiling a

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- thorough analysis of future traffic that will help answer these questions at this interchange and related questions throughout the entire corridor.
- 5-4 d) The design that is proposed is very compact which is an advantage in minimizing Right-of-way impacts. Still, property will be needed for arterial widening, so a complete analysis of necessary property should be studied in the environmental work.
- 5-5 e) Its not clear at this time how any new structures will affect the aesthetics of the corridor. We expect that appropriate treatments will be part of the design in order to mitigate the visual impacts of new structures.
- 5-6 f) Flooding of NE 116<sup>th</sup> Street as it passes beneath I-405 has been a long-standing problem. We expect that measures to reduce the severity and frequency of this flooding will be part of the design.

## 2. Water resources

- Our primary concerns are the handling and treatment of surface water along with the preservation and improvement of fish habitat. A hallmark of the I-405 corridor program has been a pledge to make improvements in these areas and we expect that proposed mitigations will result in net improvements in the entire I-405 corridor and in Kirkland. Of particular interest is Forbes Creek as it passes under I-405. The City would like to see Forbes Creek be improved to allow fish passage. We recognize that mitigation to bring existing facilities up to current standards is expensive and that certain tradeoffs may be required. It is our expectation that the environmental documentation will describe in full what the choices involve and we plan to be partners with WSDOT in the determination of the best course of action.
- 5-7 We are optimistic about the opportunities presented through the Early Environmental Improvements (EEI) program. Under separate cover the Public Works Department has forwarded a list of eleven projects from existing plans or that are directly related to I-405 that could be implemented in Kirkland. We recognize that the funding for these projects comes directly from the construction budgets of the nickel projects and that the purpose of the EEI program is to advance the construction schedule for mitigation work to a time earlier than the construction of the roadway improvements.
- We also understand that WSDOT is looking at water resource improvements in a new way on I-405. Typically, mitigation is constructed in a manner that is physically close to and tied in a one-to-one manner with the project causing the impact. The new approach is to look at watershed by watershed impacts. This implies that fewer, but larger and more effective mitigations may be constructed. It also means that some improvements may be geographically further from I-405 than has historically been the case.

## 3. Impacts during Construction

- The environmental documentation should carefully examine and disclose impacts that will occur during and because of construction. These include impacts to water, air, noise and traffic. Another impact that we are also interested in is the effects of construction on freeway flyer stops and how transit riders will be served during construction.
- 5-8 We expect that during construction WSDOT and its contractor will be in close and frequent communication with the City, giving clear notice of planned work activities *before* they happen so that appropriate mitigating steps can be taken. It is critically important that access be maintained for businesses and residents, and that spill over traffic be minimized. It appears as though the freeway construction in

Bellevue has been quite successful in this regard and we trust that successes from that project will be brought to Kirkland.

4. Air quality

5-9 We will be interested in seeing how the nickel project conforms to adopted air quality standards. We support the mitigations recommended by the Puget Sound Clean Air Agency. These include taking steps during construction to limit diesel emissions, vehicle idling and construction dust.

5. Noise

5-10 Along with water quality, noise is the issue that has been raised most often by citizens commenting on the Kirkland Nickel Projects. We need a highly detailed look at current and proposed highway noise impacts. This will involve thorough measurements at a large number of locations. We expect that there will be proactive efforts to understand the concerns that are being raised by residents and businesses and that this will influence where and how noise calculations are made. Aesthetics of sound wall design both for the driver and for adjacent property owners and impacts of sound walls on views are important in selecting appropriate mitigation. Although we understand that there are clear guidelines about how much noise constitutes a level which should be mitigated, we also expect that there will be cooperation between the State and City to find creative ways to design mitigations that go beyond standard solutions.

6. Views

5-11 The fact that Kirkland Nickel projects consist mainly of widening with few new structures, suggests that impacts to views should be minimal. There may be impacts as structures are altered or as noise walls are changed. The environmental documentation should carefully consider how views will be affected and offer appropriate mitigation.

7. Public involvement

5-12 It is possible, but not likely that the environmental work will take the form of a project level Environmental Impact Statement (EIS). It is more likely that an Environmental Assessment (EA) or a documented Categorical Exemption (CE) will be sought. This decision will be made after all the data has been gathered on the potential impacts of the Kirkland Nickel project. Regardless of the type of evaluation that is eventually made, we understand that WSDOT plans to conduct a full and complete public process of the type associated with an EIS and we strongly support this plan.

8. NE 128th Street overpass

5-13 For the purpose of the I-405 corridor project, we assume that Sound Transit's overpass and direct access facility will be treated as an existing condition and that all necessary coordination between the projects has taken place to allow the full corridor build out to be installed on I-405 without altering the direct access ramps or structure.

9. Narrowed lanes

5-14 After concerns raised at our October 14th Council meeting, you sent us information regarding safety experience with narrower than standard lanes on WSDOT's freeway system. We understand that WSDOT and FHWA do not view the narrow lanes as a specific safety problem and that for the short term there may not be good alternatives to the narrowed lanes. Nonetheless, we would like the areas where lanes and or shoulders are of substandard width to be explored and any reasonable options for widening them to be evaluated.

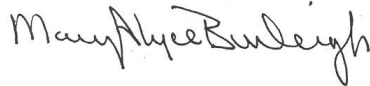
5-15 | 10. Design/build  
We have some concerns about the proposed design/build nature of the construction contract. We need a better understanding of how we will assure that the mitigations developed in the environmental process will be carried into the final design, since some of the decisions about how the project is designed will be made by the contractor.

5-16 | 11. Kirkland Advisory Committee  
During the brainstorming session at the Kirkland Advisory Committee meeting on February 4, 2003, members raised a number of points concerning the environmental review. Because of the timing of the first KAC meeting and our February 17th Council meeting we have not had a chance to review the comments in detail. For the sake of completeness, please incorporate all appropriate comments into the scoping process.

5-17 | 12. Right-of-way  
It appears as though the proposed project will be built entirely on existing WSDOT right-of-way with the exceptions noted in 1. d). Any right-of-way implications must be fully disclosed.

Again, we look forward to cooperating with the I-405 team at WSDOT and with Kirkland citizens to deliver the best possible project for Kirkland and for the region.

Sincerely,  
KIRKLAND CITY COUNCIL



Mary Alyce Burleigh, Mayor

cc: Transportation Commission  
Kirkland I-405 Advisory Committee



## Kirkland Design Refinements Environmental Scoping Meeting

Congestion Relief & Bus Rapid Transit Projects

COMMENTS 6

### Comment Form

Please Print: Name (optional) MICHAEL R. COWARD  
 Organization HOME OWNER  
 Address 13430 108th Ave N.E.  
 City, State, Zip KIRKLAND WA. 98034  
 Telephone Number 425 821 0109

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Please provide any comments you may have in the areas provided below and leave this form with a staff person or at the welcome station where you signed in. You may also mail the form as long as we receive it by March 1, 2004.

1. What aspects of the environment do you think should be studied and why?

- 6-1 NOISE - INCREASE TRAFFIC VOLUME WOULD INCREASE  
CURRENT NOISE LEVEL WE ARE EXPERIENCING.  
 6-2 WATER QUALITY - INCREASED RUNOFF AND ROADWAY  
POLLUTANTS INTO THE PARK AREA & JUANITA CREEK  
 6-3 HABITAT - REMOVAL OF WOODLAND AND NATURAL  
AREA, POSSIBLE ELIMINATION OF PERIODIC ANIMAL ARE

2. Please describe any concerns you may have about potential environmental impacts.

- NOISE VOLUME INCREASE  
- POLLUTED RUNOFF  
- REMOVAL OF HABITAT  
- REMOVAL OF NATURAL TREE SCREEN

3. What environmental mitigations do you think should be considered for these potential impacts?

- 6-4 - DO NOT ADD LANE, ADD BUSES ON LOCAL  
ROUTES - ADD EXPRESS BUS THAT SERVICE  
EMPLOYMENT & SCHOOLS, SHOPPING, &  
THE AIRPORT  
 6-5 - INCREASE THE COST OF GAS, ADD TO PROPERLY  
FUND AN ADEQUATE PROJECT

4. Do you have any other comments about the proposed project?

- 6-6 - THIS APPEARS AS A MINIMAL EFFORT  
TO RESOLVE A CRITICAL PROBLEM, ADDING  
LANES WILL NOT SOLVE THE PROBLEM

